

# Terminal Velocity

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## INVOICE

INVOICE 1241  
DATE 08/08/2022

|                       | DESCRIPTION   | QTY | RATE  | AMOUNT   |
|-----------------------|---|-----|-------|----------|
| Mechanical Labor Rate | <p>-Front suspension, needs control arm bushings and lower ball joints. Remove control arms and shocks , install new ones and shock reassemble suspension. Install new shocks and Idler arm. There is a new one under car but it all ready has play. 6 hours</p> <p>-Master cylinder is leaking so it needs a replacement. Install new unit after bench bleeding, then bleed entire system 2 hours</p> <p>-Rear brakes are completely worn out. Wheel cylinders are wet, one line on axle is pinched. Drums have small groves and need turning. Replace shoes, install new spring kit, install new wheel cylinders, have drums turned, assemble everything, bleed system and adjust brakes. 5 hours</p> <p>-Oil presure sensor is leaking , replace sensor test gauge. .5 hour</p> <p>-Transmission shifts hard, and pan is leaking, talked with tranny shop and they advised a new vacuum actuator that helps control sift. Its adjustable so we can try and soften it. After this if it still stiff it most likely has a shift kit in it and will need to go to tranny shop to have valve body removed and installed correct one. So for now we will drop pan , install new actuator valve, new gasket and fill with new fluid. Test drive and adjust. 2.5 hour</p> <p>-Also while looking at tranny we notice mount was old and falling apart. Install new one. .5 hour</p> <p>-Coolant issue was looked over, system is all holding fluid and gauge works. Clutch fan doesn't get a hard spring when warm. We think a new clutch fan, coolant flush with cleaner to help wash out scales that build up inside the coolant system. Then refill , install new thermostat, bottle of water wetter, and new clutch fan. Fun motor top off coolant test drive.<br/>4 hours</p> <p>-Headlight switch is not working all the time, remove and install new switch. .5 hours</p> <p>-Exhaust has one broken hanger and has shifted to rubbing frame.</p> | 24  | 95.00 | 2,280.00 |

Install new mount, loosen exhaust and reset exhaust. 1 hour

-Engine seems to be idling high and we tried messing with it but it looks like the choke side is hanging p and needs to be looked over. 2 hours

|                       |  |   |          |          |
|-----------------------|--|---|----------|----------|
| Mechanical Parts      | -Turn rear drums - \$70 pair<br>- Front Control arms - \$550.00 brand new complete correct original replacements<br>-Complete shock Bilstein black factory looking shocks - \$420.00<br>-Idler arm Moog -\$40.00<br>-Exhaust hanger - \$20.00<br>-Oil sender ACDelco - \$10.00<br>-Brake shoes, and springs -\$52.00<br>-Rear Wheel Cylinders - \$20.00 pair<br>-Brake line and Fluid \$35.00<br>-Transmission mount -10.00<br>-Transmission actuator -\$20.00<br>-Transmission pan seal and filter - \$25.00 and fluid 4 quarts \$14 each - \$81.00<br>-Clutch fan assemble - \$50.00<br>-Head light switch standard GM - \$25.00<br>-Master cylinder ACDelco factory replacement - \$70.00<br>-Gates Thermostat - \$8.00   | 1 | 1,578.00 | 1,578.00 |
| Body Labor Rate       | Body mounts throughout car are falling out and completely blown. It needs them replaced. 1 day job if all bolts come loose. Shim as they where and realign bumpers to fit after mounts are done. Rear crossmember has been slightly bent and will be straightened at this time.  | 0 | 85.00    | 0.00     |
| Body Supplies         | Complete body mount kit with bolts - \$130.00  | 1 | 130.00   | 130.00   |
| Note                  | We looked over car on lift and on ground. It seems to be what you said, a original big block car ls6. Body doesn't look like its had replacement panel and or heavily hit. Drivers side was hit at one point, quarter look original with light rust repairs. Paint job was a complete repaint but only to nice driver standard and interior has only had some replacement parts installed mostly original. Engine bay looks like a nice at home restoration. Doesn't look like she's every ben completely apart. Most things work and fit well for not being fully restored. Recently the trunk has had patch welded up towards the rear of trunk. Some one who towed it looks to be why rear rail is bent and brake line is crushed. After complete job is done we will need to have it aligned in front end. | 0 | 0.00     | 0.00     |
| Mechanical Labor Rate | Reviewing car and looking over problems to find solutions  | 2 | 95.00    | 190.00   |
| Added parts           | Radiator Drain Cock- \$8.00<br>2 Gallons coolant - \$64.00<br>1 Quart Water wetter cooler additive - \$16.00<br>Front Brake hoses pair, got ACDelco brand - \$60.00<br>Oil Rotela T4 7 quarts and ACDelco filter change -\$72.00   | 1 | 220.00   | 220.00   |
| Mechanical Labor Rate | The added parts were found during the work. Drain plug in radiator was twisted and covered in sealant to get it to stop leaking so we removed it and got a exact replacement. While bleeding brakes we found passenger caliper to be holding a little so we took off , greased slides and inspected rubber lines. After that passenger side still hung up so we got both ACDelco lines for the front , replaced and now no hold up. Talked with owner and also added oil change so we got a ACDelco filter and good Shell oil. After job was done car is driving in  | 6 | 95.00    | 570.00   |

95 degree heat today with no problem. Keeping temp between 185-195. After test driving we washed engine bay and cleaned engine.

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BALANCE DUE

**\$4,968.00**